# WORLD NEWS IN BRIEF.

## INTERESTING ITEMS FROM ALL QUARTERS.

## THE DAY'S DOINGS.

**Cattle Killed by Yew Leaves.**

Six cattle died yesterday at Mistleton, Leicestershire, from eating yew leaves, and others are not expected to recover.

**Images in Processions.**

The Home Office Commissioner ruled at the Liverpool Police Inquiry yesterday that the law allowed the carrying of images through the streets.

**Travelled 3,370,000 Miles.**

Mr. George Sellars, who has retired after fifty years' service with the Great Western Railway Company, travelled 3,370,000 miles during the forty-one years he acted as guard.

**Unnatural Father.**

A baby sea lion which was confined in an enclosed arm of the sea at the Groudle pleasure resort, near Douglas, was eaten yesterday at the age of two days by his unnatural father.

**How to Live Happily.**

"The great thing in life," said Judge Willis at the south-east County Court to a clergyman, "is to avoid care by moderating one's desires and ambitions and one's love of worldly things."

**Police Timing.**

A policeman whose judgment of time was tested by counsel at the Shoreditch County Court yesterday declared on the expiration of sixteen seconds after counsel said "Go!" that a minute had expired.

**Why not Limehouse?**

A Welsh newspaper has started a testimonial to Mr. Lloyd George, and many of its readers suggest that a statue of the Chancellor should be erected, but none of them have suggested Limehouse as the site.

**Disappointed Council.**

An expert who was engaged by the Hanger Town Council to report on a number of pictures scored in the old Museum which were such names as Rubens, Titian, and Vandyck, has reported that they are all worthless.

**Family of Guardsmen.**

Sergeant John W. Marshall, late of the Scots Guards, whose funeral takes place at Wells to-day, fought in the Crimea. His father and two brothers also served in the Guards, and his two sons are at present Guardsmen.

**2,300 Per Cent.**

A woman told the Old-street Police Court magistrate yesterday that she borrowed a sovereign from a moneylender five years ago. Since then, she said, she had repaid £23, and now she was threatened with a summons for £30.

**Topical Sermons.**

The Rev. Montague Fowler will give addresses at All Hallows, London-wall, on Wednesday afternoons during Lent on politics, week-end entertaining, racing and gambling, theatre-going, dancing, pageants and festivals, and Sunday work and amusements.

**Saved by an Umbrella.**

An old man named Mairs was knocked down and trampled on by a mad cow in one of the streets of Tiverton yesterday. He was rescued by Mr. Woodgates, who brandished an open umbrella at the cow, but the animal remained in possession of the street for an hour.

**Baby's Escape.**

As a train was entering Gorseinon Railway Station, Mrs. Amanda Thomas, who was standing on the platform with her baby in her arms, stumbled and fell in front of the engine. The mother was badly injured, but the baby was found unhurt beneath the train.

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The historic mill on the old Dee Bridge at Chester is to be demolished.

A portrait of Nelly Farren, the actress, was sold for £180 at Christie's yesterday.

It was explained at the Whitechapel County Court that a "griver" was a cheat.

The Prince and Princess of Wales saw "Dame Nature" at the Garrick Theatre last night.

After many months of exploration a valuable seam of coal has been found at Longton, Staffordshire.

Miss Olga Petrounova conducted a brass band of twenty-five performers at the London Hippodrome last night.

Mrs. A. D. Cowper, who died on Sunday at Ballinderry, Co. Galway, was a granddaughter of Daniel O'Connell.

Bach's Passion music (St. Matthew) will be sung at Christ Church, Albany-street, on Friday evenings in Lent at eight o'clock.

While Mr. F. Pete was hunting with Lord Fitzhardinge's hounds at Berkeley Road his horse fell and rolled over him, injuring his arm seriously.

Mr. John Page, Henley's borough treasurer, who acted as steward of Henley Regatta for many years, died yesterday in his ninety-eighth year.

Mrs. Lewis Waller, Mr. Leonard Robson, and a capable company produced at the Tivoli last night a farce, entitled "Lost, Stolen, or Strayed."

Mr. George Arthur Ring, a member of the City catering firm of Ring and Brymer, whose business dates from the seventeenth century, died yesterday.

A violent attack of hemorrhage of the nose compelled the Lord Chief Justice to postpone the opening of the Northampton Assizes for half an hour yesterday.

Neil Erskine, the younger son of Mr. J. A. Pease, M.P., and nephew of the British Ambassador to the United States, died yesterday at the age of seventeen.

At Cassell yesterday Arthur Noble, late Colour-sergeant-instructor 5th Battalion Durham Light Infantry, was acquitted on a charge of stealing 2,000 Army cartridges.

Frederick Austen was remanded at Bow-street yesterday on a charge of attacking Mr. W. A. Hale, in Aldwych, with the object of stealing from him a bag containing £20.

Hundreds of persons visited the graves of Charles Dickens and Sir Henry Irving in Westminster Abbey yesterday, which was the anniversary of their births, and the graves were adorned with wreaths.

A committal order, suspended for twenty-eight days, was granted at the Waltham Abbey County Court yesterday against the Rev. Thomas Lloyd, rector of Theydon-Garnon, in respect of a debt of £2.

Edgar G. Hacke, who was remanded at the Thames Police Court yesterday, was alleged to have attempted to abduct from Miss Elizabeth Earwaiker, a housekeeper, as whose complaint he had been dismissed from the employment.

Dr. W. H. Hilliver, who shot himself in his cabin in the P. and O. liner Nore, was stated at the request held at West Ham yesterday to have been suffering from insuperable fatalization. A verdict of "Suicide while temporarily insane" was returned.

It is stated that the proprietors of the Pacific Steam Navigation Company or Liverpool will shortly authorise the issue of £750,000 worth of debentures or stock for the construction of three or four fast steamers for service to Buenos Aires.

Gioccilo Gatti was fined £20 at Bow-street yesterday for keeping the Mazzini Club, in Frith-street, as a gaming-house, the magistrate stating that whether Police Constable Gray taught members of the club to play here or not, gaming had previously taken place in the club.

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# VARIETY.

Here is a selection from the headlines of London papers yesterday on the despatches from Paris describing the dress rehearsal of "Chantecler":—

"Express": "Chantecler at Last."
"Chronicle": "Chantecler at Last."
"Leader": "Chantecler at Last."
"Standard": "Chantecler at Last."
"Graphic": "Chantecler at Last."
"Telegraph": "Chantecler—Production at Last."

# NEW BURDENS FOR LONDON.

## "PROGRESSIVE" PLANS TO RAISE THE RATES.

## THE COMING FIGHT.

The strange election manifesto issued by Sir John Benn, leader of the so-called "Progressive" party of the London County Council—a summary of which was published in yesterday's "Express"—is riddled in a letter from the Hon. W. Peel, M.P., leader of the Municipal Reform Party, in a striking letter to the "Express." He writes:—

To the Editor of the "Express."

Sir,—I shall deal to-morrow at the Caxton Hall with the quaint parody of Municipal Reform achievements which Sir John Benn sets forth in your issue of to-day. But I wish to comment on the aims of the Progressives, which he summarises.

"They hold," he says, "that all the great public services pertaining of the nature of a monopoly, such as water, lighting, means of communication, should be in municipal hands."

What does all this mean? The water supply of London and of Greater London is already under the control of a public body—the Water Board. Do the Progressives propose to transfer its power to the overworked County Council, and to give the latter body the control of water supply over an area far larger than its own?

### "ACQUIRE EVERYTHING."

Again, through the action of the President of the Board of Trade, the rights of purchase over the undertakings of the electric lighting and power companies have been transferred to the London County Council. What do the Progressives want? Do they seek to revive the huge electric scheme which we all thought had received its quietus at the last election?

Again, as to means of communication, the tramways are already owned and worked by the London County Council. Do the Progressives wish to acquire the motor-omnibuses, the taxicabs, the tube railways, and the suburban traffic of the great railways?

Do the disagree with Mr. Lloyd George, who spoke of healthy co-operation between municipal and private enterprise when opening the Hammersmith to Finsbury Park Tube Railway?

Curiously enough, Sir John Benn made no allusion to steamboats. On July 29, 1909, he said: "If London sent the Progressives back again in March next the boats would be restored to London. If the present fleet had been sold they could buy another one."

Do the Progressives still intend to lose a further £300,000 on a second experiment in steamboat service? Or is this omission of the subject from the Progressive programme to be treated as a considered policy and a sign of reluctant subversion to the Municipal Reform position?

### WORDS AND DEEDS.

He puts another point, that "an end may be made of those assessment and rating anomalies"; and, again, "they labour to bring order out of the present chaos of London government which offers such a premium to extravagance." It is remarkable that during the last four years of the Liberal Government, with its immense majority, neither that Government nor the London Liberal members have made any effort to remove these anomalies or to bring order out of chaos.

This regret for extravagance comes strangely from the mouths of a party who have opposed every single proposal for economy during the last three years.

I note that the plan to extend the jurisdiction of the County Council over a circle of some fifteen miles, with the centre at Charing Cross figures no longer in Progressive programmes. The harsh criticism of a Liberal Prime Minister must have killed it, and probably it has now been contemptuously relegated to the limbo of the "great unfulfilled."

The proposal as regards borough councils, though somewhat confused in expression, will apparently mean that these bodies are to be reduced to the position of local committees completely subordinate to the London County Council.

WILLIAM PEEL.

52, Grosvenor-street, W.

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# ORDEAL OF AN EXPERT.

## KNOWLEDGE OF OLD CHINA TESTED IN COURT.

Interesting facts about old china were again related by Mr. R. L. Hobson, of the British Museum, at Bow-street yesterday, when Arthur Thomas Ellis, a Bond-street dealer, was charged on remand with defrauding the late Mr. Charles Dickins, of Dickins and Jones.

Mr. George Elliott, K.C., who defended, handed Mr. Hobson two vases that had been sold by Mr. Ellis to Mr. Dickins, and asked him to say whether they were Worcester or old Chelsea. His object, he explained, was to test Mr. Hobson's knowledge.

Mr. Hobson carefully examined the vases, and said: "In my opinion they are meant to be Chelsea, but I am not at all confident that they are old china."

"Yet," Mr. Elliott retorted, "they were bought by Mr. Dickins for £68, were sold by his executors for £105, and were described as Worcester. This shows what a divergence of views there can be even among experts."

"It is quite possible for the best people in the trade to make mistakes," Mr. Hobson stated. "I would consider £68 for high a price for them. A golden anchor is one of the Chelsea marks, but there are no marks on these vases."

Mr. Hobson was next shown two large vases which had been sold for £290, and was asked if they were not old Dresden.

"In my opinion they are not," he replied. "I think they are modern."

He was shown an Italian comedy group, and was asked to express an opinion on it after merely looking at it.

"It appears to be genuine Dresden," he stated.

Then he was asked to examine the piece by touch, and he adhered to his opinion, giving the date of manufacture as the middle of the eighteenth century.

"Your opinion is correct," Mr. Elliott informed him. "This piece was recently tested at the Royal Dresden Factory."

The case was forcibly adjourned for a fortnight, and the magistrate announced that he would commit Ellis for trial.

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# NEW FLEET FLAGSHIPS.

Captain E. S. Alexander-Sinclair will to-day take command of the new unarmoured cruiser Bellona, which relieves the Sapphire as senior officer's ship in the Second Destroyer Flotilla of the Home Fleet. The following comparison between the two vessels shows that the change can hardly be termed a reinforcement to the fleet:—

| | Sapphire. | Bellona. |
|---|---|---|
| Displacement | 3,000 tons | 3,559 tons |
| Armour | 2in. deck | Nil |
| Speed | 25 knots | 25 knots |
| Armament | Six 4in. | Twelve 4in. Eight 3pr. |

The Sapphire becomes senior officer's ship in the Devonport Destroyer Flotilla.

The battleship London also relieves the Albemarle as flagship of Rear-Admiral Keppel, second in command of the Atlantic Fleet, to-day.

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# RECTOR DEPRIVED OF LIVING.

The Rev. Stuart Gordon Holland Shadwell Keen, rector of North Stoke, Bath, was deprived of his living, which he has held since 1906, at a Consistory Court in Wells Cathedral yesterday, in consequence of a decree of divorce which was pronounced against him last May.

The effect of the sentence is that he is incapable of holding any future preferment in the Church of England.

"Work? Work, my good man? We can't find you work, but we can put your name in this fine big book."

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# LA MILO IN THE DOCK.

## ALLEGATIONS OF £8,000 JEWEL FRAUD.

A remarkable story was told to the Bow-street magistrate yesterday, when Mrs. Fanny Eggena—who is known on the music-hall stage as La Milo, and whose representations of statues are famous—was accused with Ferdinand Eggena, alias Barr, of the Russell Hotel, and Percy Easton, director of the Motor House, Euston-road, of conspiring to obtain jewels worth £7,000 by false pretences from Mr. W. E. Wood, a jeweller, of Brook-street, Hanover-square.

When the case was begun La Milo, who appeared to be much distressed, was present in the body of the court. She wore a blue tailor-made costume, with an ermine necklet and a large muff and hat of the same fur.

After some evidence had been given, Mr. Muir, who prosecuted, said he had received an important note, and asked that the hearing should be adjourned until the afternoon. La Milo was arrested on a warrant during the adjournment, and as soon as the hearing resumed she was placed in the dock with the two men.

### VOLUNTARY SURRENDER.

It was stated that she had come to the court to surrender herself.

"Mr. Wood parted with jewels worth more than £8,000 to Eggena," said Mr. Muir in opening the case. "Eggena asserted that he was the owner of twenty-five motor-cars, but at last £30,000, which was stored at the Motor House, and gave an order on the Motor House for the delivery of these cars to Mr. Wood. Easton signed an acknowledgment of the receipt of the cars, and stated that he would hold them for the benefit of the disposal of the jewels were not paid for by January 10.

"When the time for the payment of the money arrived, Mr. Wood applied for it in vain. Applications were made almost daily to Eggena's house, when Eggena and the woman disappeared.

"Then Mr. Wood asked Easton to deliver the motor-cars to him, but Easton stated that he had given them to Eggena on a properly signed order, and that he had notified Mr. Wood. As a matter of fact, Mr. Wood received no such notification."

### £30,000 NECKLACE.

Mr. Percy Beale, manager to Messrs. Brevington, pawnbrokers, of Pentonville-road, stated that Eggena, who gave his name as Barr, pledged a diamond necklace for £820 with him in December last, stating that it belonged to Mrs. Eggena.

He also brought to the shop a pearl necklace which he said was worth £30,000."

Mr. Beale continued. "I offered to advance £8,000 on it, but he refused the offer.

"On January 6 he pledged a diamond brooch and diamond bracelet for the same amount for £1,200. Before that I offered him £4,000 for a brilliant which he brought to the shop, but it was not sufficient.

"I sold him goods to the value of £10,000. He did not pay for them, but we have them."

It was stated that some of the jewels belonging to Mr. Wood had been recovered, but that a large corsage ornament, a diamond brooch, and a ring, worth in all £2,300, were missing. Mr. Sims, who defended La Milo, at once informed the magistrate that all the missing articles would be handed over.

A remand was ordered. Bail was fixed at two sureties in £1,000 each for Eggena, two in £500 each for Easton, and one in £500 for La Milo.

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# NEW OPERA SOCIETY.

## FIRST PRODUCTION TO BE "SALOME."

The Opera Society was founded yesterday at a meeting held at Lord Howard de Walden's house in Belgrave-square, over which Mr. Frederick Whelen presided.

Its aims are the production in London of—

Original English operas.
Foreign operas of distinction.
Operas banned by the Censor.

A provisional committee was formed, with power to add to its number, to frame a detailed scheme. It consists of Messrs. E. A. Baughan, F. Johnson Galloway, Stanley Hawley, and Frederick Whelen.

Mr. Whelen said to an "Express" representative after the meeting:—"We hope to start the Opera Society this spring. We decided to-day that the first experiment we shall produce will be Strauss' 'Salomé,' of which Mr. Thomas Beecham holds the rights."

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# MYSTERIOUS BOY.

An adventurous boy, who is alleged to have travelled from Chester to Llandudno without paying his fare, was remanded at the Conway Children's Court yesterday so that the deputy chief constable of Carnarvonshire may have time to consider what should be done with him.

The police have been unable to get anything out of the boy beyond the fact that his name is George Thomas, and that he has been living with his "Uncle Joe," who travels about the country selling varnish.

Detective McFall, of the railway police, said that a description of the boy had been circulated but without result.

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# RECENT WILLS.

Alderman James Smith, of Merle Dene, Eleanor-road, Bidston, Cheshire, cotton broker, left £284,611.

Sir Elizabeth Gough, of Long Ashton, Somerset, left £55,922.

Henry Fricker Lawes, of Lansdown-place, Clifton, Bristol, barrister-at-law, left £38,655.

Sir Spencer Buckingham St. John, of Pinwood Grange, Camberley, Surrey, for over fifty years in the Diplomatic Service, Minister to Mexico, and afterwards to Norway and Sweden, left £10,990.

Henry King, of Ivy Villa, North-street, Pinxton, Derbyshire, colliery clerk, for over forty-five years in the service of the Pinxton Colliery Company, left £2,581.

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# SHOPS WHICH ARE TOO ATTRACTIVE.

## PROBLEM OF DEALING WITH SALE CROWDS.

A curious old common law was cited at the meeting to discuss "The Too Attractive Shop-Window" at the Holborn Restaurant yesterday afternoon.

Mr. Blundell, a solicitor, said that the old law that traders must not ornament their windows so as to collect a crowd and obstruct the pavement related to the time when the streets of London were twelve feet wide.

The difficulty now was that the modern tradesman did not know where he stood. At Christmas and sale times it was difficult for the shopkeeper to make his windows attractive and yet not collect a crowd.

The chairman, Mr. Vine, Editor of the "Stationer," said that the cause of the meeting was that a well-known West-end draper had been summoned for causing an obstruction by having a very attractive window.

It was difficult, he said, to see why traders should be penalised because they showed enterprise and the suggestion was made that a deputation should wait on the Commissioner of Police asking that special police should be drafted outside the shops on any special occasions just as when queues are waiting outside places of amusement.

Mr. Catesby, of the well-known Tottenham Court-road firm, declared that he was one of the sufferers who had been summoned for showing too attractive windows.

Mr. Bramley, whose toy-stores are scattered all over London, considered the shops to be one of London's great attractions. Railways, taxicabs, and omnibuses were kept busy bringing people from the suburbs to see them.

He thought, however, that before sending a deputation to the Commissioner of Police a representative meeting of London tradesmen should be called, and this course was decided on.

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# KINDNESS TO ANIMALS.

## MISSIONARY'S WORK AMONG CABMEN AND CARTERS.

Miss Anna Canover, in a speech at the Lyceum Club last night, told some interesting stories of her work in Paris among the drivers and carters. Here are two in her own words:—

"I happened to see a French cabman abuse his horse on a crowded boulevard. I remonstrated with him, and he called me a foul name. Immediately a policeman appeared to arrest him when I interfered, saying, 'Let him go. This man cannot insult me, and I am perfectly willing to forgive him on the condition that for the future he will not ill-treat his horse.'

"At this the cabman came down from his seat and apologised, hat in hand. To-day he is one of the most humane cabmen in Paris, and is a member of the club I helped to start.

"On another occasion, wanting to upbraid a man for ill-using his horse, which was drawing a heavy cart in the street in which I live, I stopped him, and suddenly noticed that the man's left eye was greatly injured. Asking him how it had happened, he gave me to understand that a brick had fallen on him and almost killed him.

"He said he was sorry it had not done so. I reproved him, saying, 'You are young and have the world before you; you should not talk like that.'

"I attended to his wound, and stopped it with court-plaster, and it would have done any one good to see the change in his expression. He asked me what he could do for me, as no one had ever treated him so kindly. I replied that when I called on him to stop it had been my intention to give him in charge for cruelty to his horse, but that having restored his wound I attended to him first. In return I asked him in future to act kindly towards the animal which helped him to earn his living.

"That not on my part bore good fruit, for to-day he is one of the best carters in Paris."

Miss Canover's idea is that the best way of inculcating the duty of kindness to animals is to educate those who have control of them. She has for some years past conducted a mutual benefit club for drivers, and her speech at the Lyceum Club was delivered in support of this.

She directs this club from her home in Paris, at Rue Lamie-David.

Miss Canover has been decorated by the French Government, and has received a donation from Queen Alexandra for the furtherance of her crusade of kindness to animals.

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# LORD MONKSWELL LEAVES £83,605.

The late Lord Monkswell's will has been proved, the value of the estate being £83,605 gross.

Lord Monkswell left to his wife Monkswell House, Chelsea Embankment, his household and personal effects, horses, and carriages. The residue of his property he left to his eldest son, his younger sons being provided for by marriage settlement. He bequeathed £100 each to his butler and his wife's maid, and £100 to the Congo Reform Association.

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# MONARCHS I HAVE GUARDED.

M. XAVIER PAOLI, the guardian appointed by the French Government to watch over the safety of the crowned heads visiting France, is contributing a series of fascinating articles to

**Pearson's Magazine**

Starting in the FEBRUARY Number with

KING ALFONSO AND QUEEN VICTORIA OF SPAIN.

Now on Sale. Price 6d.


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# SCIENTIST'S SUDDEN DEATH IN GAOL.

## TRAGIC SEQUEL TO "BOMBS BY POST" CHARGE.

A tragic sequel has followed the extraordinary extradition case in which Dr. Martin Ekenberg — the distinguished Swedish scientist—was charged at Bow-street Police Court with attempted murder by sending bombs to Sweden through the post.

Dr. Ekenberg, while awaiting extradition, died late on Sunday night in Brixton prison. His death was ascribed to "a clot of blood on the brain," and his illness was sudden, though it was known that he had been suffering for a considerable time from mental trouble, and, indeed, was arrested at a sanatorium, where he had been placed by friends for treatment.

The career of Dr. Ekenberg, who was an authority on the chemistry of soap and explosives, was one of exceptional brilliance. He had installed in his house at Clapham Park one of the most perfect laboratories in the world, and employed a large and efficient staff of chemists.

He invented many compounds, and two at least—a carbonising process and certain tallk extracts—are now well known in the world of commerce.

### SENSATIONAL CASE.

The charges in connection with which he had been under arrest—he was refused bail—since October 29 of last year, are among the most sensational known in criminal annals.

There were, according to the prosecuting counsel, four distinct charges relating to the following incidents:—

(1) A company direction. M. Lundin, received a bomb in the form of a box, which exploded on his hands, injuring him severely.

(2) A bomb in the form of a glass scent-bottle was sent to M. Valentin, at Stockholm. It exploded in a post office, and seriously injured three postal officials.

(3) M. Sjoholm, of Stockholm, received a bomb in the form of a "sparklet bulb," which failed to explode.

(4) Two fingers were blown off the hand of M. Hammer, of Stockholm, by a bomb which was received in the form of a "sparklet bulb."

The evidence produced to support the charge was of an unusual character. It was stated that the bombs in each case were posted at places where Dr. Ekenberg was staying, and his handwriting was similar to that on each of the packages, that the characters of his typewriter had peculiarities which were identical with those sent out by the author of the outrages, and that a piece of newspaper which was found in his house corresponded with another section which was wrapped round a bomb.

There were strange cabalistic letters and seals, figures of skulls and cross-bones, and, indeed, nothing was missing that could add to the sensationalism of the outrages.

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# FOOTPATH SKATING.

## MAGISTRATE DECIDES THAT IT IS LEGAL.

The interesting question whether roller-skating in the street is legal was raised yesterday at the North London Police Court.

The police applied for summonses against five boys, who, it was alleged, had caused an obstruction by skating on footpaths, but Mr. Hedderwick, the magistrate, refused to grant the summonses.

"I do not know that roller skating on the footpath is an offence in law," he stated. "If it becomes a general nuisance the police can apply to the County Council to make a by-law prohibiting it, but at present it seems to me that it is no more an offence than running on the footpath."

Skating in the street is a common practice on the Continent.

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# REMARKABLE ESCAPES FROM DEATH IN CHURCH.

While the psalms were being chanted at Whitwick Parish Church, Leicestershire, on Sunday, the organ suddenly became silent owing to the absence of wind. The organist went to the back of the instrument to investigate the cause, and found the three boys who had been blowing unconscious on the floor.

A doctor was sent for, and he arrived just in time to restore animation. The boys had been overcome by sulphurous fumes from the heating apparatus which filled the crypt in which they worked.

The boys stated afterwards that they were so suddenly overpowered that they could give no alarm.

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# WANING SHIPPING.

Figures of grave import, showing how rapidly Britain's proportion of the world's shipping trade is decreasing, were presented to the Liverpool Steamship Owners' Association in a report considered at their meeting yesterday.

One important table of figures dealt with the tonnage afloat. It was as follows:—

| | British. | Foreign. |
|---|---|---|
| 1855 ..... | 13,000,000 | 10,000,000 |
| 1900 ..... | 16,000,000 | 15,000,000 |
| 1906 ..... | 22,000,000 | 22,000,000 |

The figures of cargo tonnage cleared and entered were even more alarming. They were as follows:—

| | British. | Foreign. |
|---|---|---|
| 1895 .... | 180,000,000 | 165,000,000 |
| 1900 .... | 207,000,000 | 216,000,000 |
| 1908 .... | 259,000,000 | 322,000,000 |

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# UNIONIST CANDIDATE HONOURED

Mr. W. G. Howard Gritten, who unsuccessfully contested Hartlepool in the Unionist interest against Sir Christopher Furness, was entertained to a banquet by the Hartlepools Joint Unionist Association at the West Hartlepool Town Hall last night.

During the evening Mr. Gritten was presented with a loving cup, the gift of the Unionist party in Hartlepool.

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# YEOMANRY OF THE FUTURE.

## SIR A. CONAN DOYLE'S PLAN FOR CYCLIST CAVALRY.

## THE LONG ARM.

The article printed in last Friday's "Express" suggesting, as a solution of the problem of Britain's failing horse supply, the substitution of motor-cars for certain Army purposes, has drawn an interesting comment, with a further suggestion, from Sir Arthur Conan Doyle. He writes:—

To the Editor of the "Express."

Sir,—Your interesting article upon the superiority of motor traction over horses for ambulances and commissariat purposes in time of war is very convincing. But I have long held views upon an analogous subject which is suggested by your essay. This is the enormous advantage which would result to the State both in efficiency and in cost by substituting bicycle regiments of mounted riflemen for the Yeomanry cavalry, whose services are confined to the defence of this island.

Were this done, and were the bulk of our artillery drawn (as is the dream of many gunners) by petrol or steam, we should almost eliminate the horse—with the endless worry of buying, tending, and feeding him—from our home military system.

Let me briefly state the case, as far as I understand it, for the bicycle as against the horse in a country which is intersected with a network of roads. Let me premise that the machine which I should recommend would be strong and serviceable, fitted with clips for rifles and a small carrier for essentials. They should have solid but resilient tyres. Each regiment should have its equipment of attendant motors, with full repair shops, cartridge reserves, etc.

### ADVANTAGES SUMMARISED.

1. RAPIDITY OF STARTING.—Here there could be no comparison, and this is the most important of all considerations in the defence of an island from invasion.

If an enemy landed at Dover, a force of cavalry starting from London would arrive at the scene of action—I presume that they find their own way—two, or possibly three, days later, when the enemy is established, while mounted on bicycles would be here within five hours, while disembarkation might still be proceeding.

2. EFFICIENCY AT THE END OF JOURNEY.—The cavalry is done at the end of a long ride. The horse has to be tended and fed. Often his forage has to be brought. All this is surely in favour of the bicycle.

3. PERMANENCY.—The horse may be wounded or killed. The horse may die of fatigue or disease. The bicycle only wants an hour in a repair shop.

4. RANGE OF ACTION.—Thirty miles or so may be taken as the extreme limit which mounted men can cover in the day and be fit for action at the end of it. Large masses of men could be moved a hundred miles a day easily upon bicycles. This should mean a great strategical advantage.

5. EXPENSE.—At a wholesale price the bicycle I picture should not exceed £7. It should outlast several £40 horses, besides doing away with forage, stables, etc.

6. EFFECT WHEN USED AS ACTUAL TORCH WITH THE ENEMY.—The firing line, when dismounted, is not denuded by one-quarter of the men holding horses. Cyclists charged by cavalry can form their machines at once into a zareba, and fire from behind them.

These reasons, taken together as they bear upon economy, efficiency, and the large increase of numbers available, seem to me far more powerful than any objections. Of these objections the chief would be that we should be losing power in our Yeomanry as a feeder for the Regular cavalry. I am not aware how much it is so now.

Another would be that across country the cavalry would be more effective.

A third is that on the open Downs or on Salisbury Plain the cavalry would also have a fuller scope. These seem small matters as compared to the advantages which I have indicated.

ARTHUR CONAN DOYLE.

Windlesham, Crowborough, Sussex.

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# WHEN THERE WAS NO TEA.

## QUEEN WHO DRANK BEER FOR BREAKFAST.

The Chinese Ambassador, who was the guest of the Authors' Club last night, opened a discussion on "The Influence of China on the West," and described his country as the magnet and Europe as the filings.

"The strongest influence," he said, "was from the beginning exerted through tea. Socially, this got hold of England. So far as I know, you were the first European nation to give our dried tea-leaf the honourable position it has held ever since. It is nearly as difficult to picture the British without tea as ourselves!

"What did England do before this happened? There was really no drink like it. Your great Queen Elizabeth had to drink beer at breakfast. I have a high opinion of Queen Elizabeth, as her breadth of mind was statesmanlike, and I am sure, if she could have become the patroness of tea, she would have banished beer from her royal breakfast table."

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# DUMPED GOODS.

During the month of January the value of foreign manufactured goods dumped into the United Kingdom was

**£12,374,521.**

Full details appear on Page 8.

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# £3,000 IN WAGES SENT ABROAD.

A noteworthy question is contained in an essay "On Some Causes of Our Declining Steel Trade, and their Remedy," by Mr. Benjamin Talbot, managing-director of the Cargo Fleet iron Company, Limited, of Middlesbrough. The essay has just been issued in pamphlet form by Messrs. Alfred Field and Co., of Sheffield.

"Why," Mr. Talbot asks, "should the structural material used in the large new Automobile Club, London, come from the Continent when your men are idle and many of you fit and willing to make the steel for the above work?

"The total value of the ironwork for this building was about £17,000, and imported Continental sections were used because there was a difference of less than £100 on the price of these materials.

"At present there was about 1,500 tons of steel section in this building, your steelmakers have lost at least £3,000 in wages, for the sake of a profit of £100, which goes into a few individuals' pockets."

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# DEATH OF CAPTAIN J. J. DUNNE.

Captain John Joseph Dunne, the Irish author, sportsman, artist, and soldier, died at Grane Hill, S.E., on Saturday, in his seventy-third year.

Captain Dunne, who was born in Queen's County in 1837, was above all a passionate lover of his native country. As secretary to Isaac Butt he was closely identified with the first Home Rule movement, and was subsequently appointed governor of her Majesty's prison at Castlebar.

Prior to this he fought with distinction and was severely wounded in the first Maori war, 1863-5, and subsequently travelled nearly all over the world in quest of sport and adventure.

In late years he devoted himself to literary work.

He was a brilliant black-and-white artist, and his portraits and caricatures were eagerly sought after.

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# YARMOUTH BEACH MYSTERY.

The body of Mrs. Elizabeth Hare Fisk, a widow, was taken out of the sea off the Central Beach at Yarmouth yesterday.

She spent Sunday evening with some friends, and was in the best of spirits, but she vanished from her home early yesterday morning.

No one saw her enter the sea, and no reason is known why she should drown herself, as she was in comfortable circumstances.

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# CO-OPERATION IN POULTRY.

## NEED FOR EGG DEPOTS.

Interesting glimpses of the inner working of the National Poultry Organisation Society's great campaign for the spread of poultry farming among small holders were obtained yesterday by an "Express" representative, who visited the oldest of the society's egg depots.

These depots play an important part in the work of the society, the object of which is to regain for England supremacy in her own poultry markets, especially by means of co-operation among the holders of small poultry farms.

The depot visited by the "Express" representative is situate in the Great Northern Railway station yard at Hatfield. It was started in 1901 by Lady Salisbury, who founded the Poultry Organisation Society the same year. The depot is managed by Miss Kentish, herself a poultry farmer on a small scale.

Miss Kentish told the "Express" representative the good work this depot had already done and was still doing.

"It has never looked like failing," she said. "The demand that I get for eggs is always larger than the supply. The demand is largely local. Members of the society who bring their eggs to my depot pay a membership subscription of 1s. a year. This entitles them to a share in the profits.

### FRESH EGGS ONLY.

"It is not, however, necessary to be a member to be allowed to bring eggs to the depot. Any one who likes may bring his produce, and I am always prepared to buy it. The eggs must be fresh, and those that are not so are always returned. I pay those that ask for the money as soon as the eggs are tested, while others are paid by cheque every month.

"Several large farmers are now sending all their produce to me, as they find it easier and obtain a better price. The majority of the members, however, are of the lower middle and labouring classes. There are forty-seven subscribing members, and many other casual sellers."

The following table shows how the depot and its members fared last year:—

| | |
|---|---|
| Eggs brought in | 36,767 |
| Price paid | £268 10s. |
| Price sold for | £324 10s. |
| Rent, salaries, etc. | £35 10s. |
| Profit | £32 10s. |
| Each member received | 5s. |
| Each member's share | 1s. |
| Rate paid to members | 500 per cent. |

It will be seen from the above table that the price of eggs works out at ten per shilling, or rather over a penny each.

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# MAROONED?

## SOUTH SEA SEARCH FOR THE WARATAH'S PASSENGERS.

All hope of discovering the Waratah has now been abandoned; but it is not altogether unlikely that, if the vessel herself went down at sea, some of her passengers and crew may have been able to reach land. There are numerous islands in the Indian Ocean which are rarely or never visited by mail or trading steamers; and a search among these islands is now being organised in the hope that some at least of the survivors may yet be discovered.

The cost of the expedition is being borne by the Commonwealth Government of Australia and by friends of persons who were aboard the Waratah when that vessel last left port.

The steamer which is to make the cruise among the Prince Edward and Marion Islands, the Crozets, and the Amsterdam Islands, is the Wakefield, a vessel of over 6,000 tons, owned by Messrs. Harris and Dixon. She will be equipped with a surf-boat, in order to enable landing parties to go ashore and search the various islands. At present the Wakefield is coaling in a South African port, and it is expected that she will start on her voyage in a day or two.

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# AMERICAN MARKETS.

(REUTER'S AGENCY.)

NEW YORK, Monday, Feb. 7.

The stock market opened with sharp recessions from last week's closing values, and brought down before the end of the first hour the level of active stocks 1 to 3 points. By the middle of the afternoon Amalgamated Copper had lost 6 points, Smelting Common 5½, Reading shares 5, and Steel Common, Union Pacific, Southern Pacific, and Chesapeake and Ohio between 4 and 5 points. Bear covering in the final hour subtracted 1 to 2 points from the declines, but the tone remained nervous till the end. The market closed excited and feverish. The day's sales totalled 1,280,000 shares.

| Yesterday. | Stock. | To-day's Prices. | | | Saturday. |
|---|---|---|---|---|---|
| | | H. | L. | Closing. | |
| — | Call Money ... | 2¼ | 2¼ | 2¼-2½ | nominal |
| — | Ex. 60 d. sc. ... | — | — | 4.84.90 | 4.83.85 |
| — | Do. Bills ... | — | — | 4.86.05 | 4.85.15 |
| — | Cable Trans. ... | — | — | 4.86.40 | 4.85.45 |
| 117½ | N.W.C.S. Inc. | — | — | 114 | 115½ |
| 74¼ | Amted Copr. | 76¾ | 71½ | 72¾ | 77½ |
| 49¾ | Amconda Cp. | — | — | 47 | 48¾ |
| 114¾ | T. C. & I. | 113¾ | 111¾ | 111¾ | 114¾ |
| 105⅜ | Do. Pref. | 105 | 102¾ | 102¾ | 102¾ |
| 112 | Balt. & Ohio | — | — | 109 | 110½ |
| 94⅜ | Beth. Steel | — | — | 82 | 84½ |
| 183¾ | Can. Pacific | 178¾ | 178¾ | 179¾ | 179¾ |
| 296 | C. of N. Jer. | — | — | 293 | 297 |
| 105¾ | C. & O. | — | — | 73 | 81½ |
| 105⅞ | Do. New 4½ | — | — | 102¾ | 102¾ |
| 146¾ | St. P. Con. | 145¾ | 144¼ | 144¾ | 147¾ |
| 38⅝ | Denv. & R. Gn. | 38¼ | 37 | 37½ | 40 |
| 79¾ | Do. Pref. | 79¾ | 77½ | 77½ | 80 |
| 26⅛ | Erie 8st Cn. | 27¾ | 25¾ | 25¾ | 27¾ |
| 43⅝ | Do. Pref. | — | — | 42 | 44¼ |
| 29¾ | Do. 2nd Pf. | — | — | 27¾ | 29¾ |
| 142¾ | Ill. Central | 139½ | 138½ | 139¾ | 140½ |
| 145⅜ | Lou. & Nash. | 143¼ | 141 | 142 | 143 |
| 46⅝ | Mex. N. & Pac. | 47¼ | 45¾ | 45¾ | 47 |
| 88¼ | Mo. Pacific ... | — | — | 85½ | 88½ |
| 88⅝ | Mo. Pacific ... | — | — | 85½ | 88¾ |
| 118¾ | N.Y. Central | 118¼ | 115¾ | 116 | 116¾ |
| 43¾ | N.Y., Ont. & W. | 43¾ | 43¼ | 43¼ | 44¼ |
| 100¾ | N. & W. Com. | 99 | 97¼ | 97¾ | 97¾ |
| 103¾ | Pacific C. R. | — | — | 101 | 101¾ |
| 134⅝ | Penn. Station. | — | — | 132¾ | 134¾ |
| 159½ | Phil. & Read. | 159¾ | 155¼ | 156½ | 159¼ |
| 102¾ | Do. 4 Went. | — | — | 99½ | 99¾ |
| 42¾ | Rock Island. | — | — | 41